

The Hongkong Telegraph.

No. 2012.

THURSDAY, AUGUST 23, 1888.

SIX DOLLARS,
PER QUARTER

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$7,500,000.
RESERVE FUND3,900,000.
RESERVE LIABILITY OF
PROPRIETORS7,500,000.

COURT OF DIRECTORS—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. HORTON, Esq. S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. J. S. MOSE, Esq.
H. L. DALRYMPLE, Esq. L. FORBES, Esq.
B. LAYTON, Esq. N. A. SIKES, Esq.
Hon. A. P. McEwen, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per cent. per annum on the
daily balance.

ON FIXED DEPOSITS—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.
DRAFTS granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th April, 1888. [8]

RULES

OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK
will be conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION, on their premises in
Hongkong. Business Hours on WEEK-
DAYS, 10 to 3 SATURDAYS, 10 to 1.
2.—SUMS LESS THAN \$1, or MORE THAN
\$250 at one time will not be received. No
Depositor may deposit more than \$2,500
in any one year.

3.—DEPOSITORS in the SAVINGS BANK,
having \$100, or more, at their credit may
at their option transfer the same to the HONG-
KONG AND SHANGHAI BANKING
CORPORATION on fixed deposit for 12
months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2 % per
annum will be allowed to Depositors on
their daily balances.

5.—EACH DEPOSITOR will be supplied gratis
with a PASS-BOOK, which must be presented
with each payment or withdrawal.
Depositors must not make any entries them-
selves in their PASS-BOOKS, but should send
them to be written up at least twice a year,
about the beginning of January and
beginning of July.

6.—CORRESPONDENCE as to the Business
of the Bank, if marked ON HONGKONG
SAVINGS BANK BUSINESS, will be
forwarded free by the various British Post
Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand,
but the personal attendance of the
Depositor or his duly appointed Agent, and
the production of his PASS-BOOK, are
necessary.

FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1887. [9]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL500,000.

Registered Office, 40, THREADNEEDLE STREET,
LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,
Buys and Sells BILLS OF EXCHANGE,
Issues LETTERS OF CREDIT, forwards BILLS for
COLLECTION, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "
ON CURRENT DEPOSIT ACCOUNTS
3 per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL
BANK CORPORATION, in Liquidation, or the
BALANCES of such claims, purchased on
advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE
SOCIETY.
E. W. RUTTER,
Manager.
HONGKONG BRANCH.

To be Let.

ROOMS in "COLLEGE CHAMBERS,"
GODOWN in ICE HOUSE LANE, lately
occupied by Messrs. BUTTERFIELD & SWIRE,
from the 1st August.

Apply to
DAVID SASSOON, Sons & Co.
Hongkong, 12th July, 1888. [12]

MACAO.
TO BE LET UNFURNISHED OR
PARTLY FURNISHED.

A BUNGALOW, opposite the Public
Gardens, at the western end of the Praya
Grande. Excellent water supply and Servants
quarters attached. Rent very moderate.

Apply to
A. A. DE MELLO & Co.,
Macao.
Macao, 3rd April, 1888. [13]

Entertainments.

PIANOS FOR SALE.

PIANOS ON HIRE.

A. H. H. N. PIANO TUNER AND REPAIRER.

OWING to the increasing patronage to the PIANO Tuning Department of my business, I am
obliged to give up "Store-keeping" from the 1st of September next. During this month
of August, I will, therefore, SELL at REDUCED PRICES ALL BRASS, WIND, and STRING
INSTRUMENTS, etc. Special arrangements have been made for the SALE of TOYS and FANCY
GOODS at an average price of 50 cents cash. The Store will be kept open daily till 8 P.M.
Hongkong, 1st August, 1888. [761]

LANE, CRAWFORD & CO.

HAVE RECEIVED THEIR SPORTING GEAR FOR THIS SEASON.

FOWLING-PIECES 12 and 16 Bore.
DUCK GUNS.
ALLIANCE SPORTING POWDER.
ELEY'S CARTRIDGE CASES, WADES, &c.
LOADING and RE-CAPPING MACHINES.
CARTRIDGE BAGS and BELTS.
CHILLED and COMMON SHOT in all Numbers.
SHOOTING BOOTS and KNICKER-BOCKER STOCKING.
WATER-PROOF RUBS.
DOG WHISTLES, WHIPS and COLLARS.
PICNIC STORES.
&c., &c., &c.

Hongkong, 10th August, 1888. [29]

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
Drab Felt Hats.
Black, Brown Drab and Grey
Hard Felt Hats.
Teral and other Soft Felt.
Tweed Hats and Caps in New
Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from \$5 each,
over 100 to choose from.
A large assortment of Walking
Sticks.
Waterproof Coats, Leggings and
Chair Aprons.
Travelling Rugs and Scotch
Mauds.

Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-
screw for Dress Suits.
Black, Blue and Brown Fancy
and Diagonal Coatings.
Fancy & Check Tweed Suits.
Trousers in great variety of
Stripes, Checks and Plain.
Cricketing Flannel, Stripes,
Checks and Plain.
White and Fancy Vestings.
French Printed Shirts.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus,
Bags, and a variety of Travel-
ling Cases, all sizes.
Winter, Medium and Summer
Under Vests and Pants.
Silk Half-Hose, Black, Navy
and Colors.
Lamb's Wool Merino and Lisle
Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking
Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties,
Handkerchiefs, Braces, &c.

ROBT. LANG & CO.
Hongkong, 22nd February, 1888. [91]

KELLY & WALSH, LD.

JUST LANDED IN SPLENDID CONDITION.

CIGARETTES.

"RICHMOND STRAIGHT CUT."
"VIRGINIA BRIGHT."
ALLEN & GINTER'S "LITTLE BEAUTIES."
KINNEY'S "STRAIGHT CUT."
And shortly to arrive, a fresh consignment of "SWEET CAPORALS."

TOBACCO.

"OLD RIP"in 4 lb. Tins.
"RICHMOND GEM"do.
Do. MIXTUREdo.
COPE'S "GOLDEN CLOUD"do. & 1 lb. Boxes.
WILLS' "BRISTOL BIRDS EYE"do.
Do. "THREE CASTLES"in 4 lb. Tins.
ALLEN & GINTER'S "TURKISH MIXTURE" in 4 lb. Tins.

SOLE PROPRIETORS OF THE POPULAR BRANDS—
"HAPPY THOUGHT," "DOLLAR BRAND," "STAR MIXTURE" & "GOLD EAGLE."

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 27th July, 1888. [7]

THE STERLING ORIENTAL CORSET



WARM CLIMATES or EVENING WEAR
Made from an entirely new fabric, combining strength with lightness.
Now produced unless stamped with the Trade Mark.

ROSE & CO.

ARE NOW SHOWING A LARGE STOCK
OF
THE "STERLING ORIENTAL CORSET,"
IN RIDING,
TENNIS,
HAIDEE and
ACME.
Also,
THE "PHANTOM BUSTLE"
and
THE NEW "CURETTA" & "VESTINA"
BODICE.

ROSE & CO.,
37-39, Queen's Road,
Hongkong, 7th July, 1888. [40]

W. BREWER.

HAS JUST RECEIVED

A QUANTITY of NEW FRENCH NOVEL
of CHOICE MANILA CIGARS.
STYLOGRAPHIC PENS.
HUTTON'S ENGINEER'S HAND-BOOK.
REED'S
HUTTON'S WORK-MANAGERS HAND-BOOK.
SEATON'S MANUAL OF ENGINEERING.
FRENCH and ENGLISH CONVERSATION.
CHEAP STATIONERY.
ENVELOPES a 1/2 per 1,000.
THREE CASTLES TOBACCO.
New Assortment of LADIES FRENCH EVENING SHOES.
Presses for the protection of TENNIS RACKETS.
TENNIS BALLS, Etc.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 17th August, 1888. [100]

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the
ORDINARY HALF-YEARLY MEET-
ING of the SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hongkong,
on SATURDAY, the Twenty-fifth day of August,
at TWELVE O'CLOCK, NOON, for the purpose of
receiving the Report of the Court of Directors
together with a Statement of Accounts to 30th
June, 1888.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 27th July, 1888. [741]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGIS-
TER OF SHARES of the Corporation
will be CLOSED from the 11th (SATURDAY), to
the 25th day of August next, both days inclusive,
during which period no transfer of Shares can be
registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 27th July, 1888. [742]

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship
"DIAMANTE,"

Captain McCaslin, will be despatched for the
above Ports, on SATURDAY, the 25th instant,
at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 22nd August, 1888. [817]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship
"PHRA CHOM KLAO,"

Captain J. Fowler, will be despatched for the
above Ports, on SUNDAY, the 26th instant, at
NOON.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 22nd August, 1888. [821]

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND
ADELAIDE.

(Calling at PORT DARWIN and taking through
Cargo to QUEENSLAND PORTS, NEW
ZEALAND, TASMANIA, &c.)

THE Steamship
"CATTERTHUN,"

Captain Darke, will be despatched for the
above Ports, on TUESDAY, the 28th instant,
at NOON.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 17th August, 1888. [799]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND
MELBOURNE.

THE Steamship
"CHINGTU,"

Hunt, Commander, will be despatched as above,
on TUESDAY, the 28th August, at 4 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
First Class Saloon and Cabins are situated
forward of the engines. Second Class Passengers
are berthed in the Poop. A Refrigerating
machine ensures the supply of fresh provisions
during the entire voyage. A duly qualified
Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd August, 1888. [793]

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.
Taking through Cargo for QUEENSLAND PORTS,
ADELAIDE, TASMANIA, NEW ZEALAND, &c.

THE British Steamer
"MOGUL,"

Captain Johnson, will be despatched as above
on or about the 28th instant.

Attention is directed to the Steamer's comfort-
able Saloon and State Rooms, affording excel-
lent accommodation for First Class Passengers.
To be followed by the S.S. "DELCOMYN"
on or about 31st inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 17th August, 1888. [757]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Company's Steamship
"WINGSANG,"

Captain D'A. de St. Croix, will be despatched as
above, on THURSDAY, the 30th instant, at
3 P.M.

This Steamer has Superior First Class Accom-
modation, specially constructed to meet the
requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd August, 1888. [819]

FOR NAGASAKI, KOBE & YOKOHAMA THE Steamship

"PORT ADELAIDE,"

West, Commander, will be despatched for the
above Ports, on THURSDAY, the 30th inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 22nd August, 1888. [818]

Shipping.

STEAMERS.

STEAM TO STRAITS AND BOMBAY.
(With option of calling at COLONBO should
inducement offer.)

THE P. & O. S. N. Co.'s Steamship

"LOMBARDY"
will leave for the above places on TUESDAY,
the 28th inst., at NOON, instead of as previously
advertised.

E. L. WOODIN,
Superintendent.
Hongkong, 22nd August, 1888. [795]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"JAPAN,"
Captain T. S. Gardner, will be despatched for
the above Ports, on TUESDAY, the 28th inst.,
at NOON, instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON, Sons & Co.,
Agents.
Hongkong, 21st August, 1888. [806]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. American Ship
"MARY L. STONE,"
Josselyn, Master, shortly expected, will load here
for the above Port, and will have a quick
despatch.

For Freight, apply to
PUSTAU & Co.,
Agents.
Hongkong, 20th August, 1888. [812]

FOR NEW YORK.

THE 3/3 L. I. American Ship
"W. H. CONNER,"
Butman, Master, shortly expected, will load here
for the above Port, and will have a quick
despatch.

For Freight, apply to
PUSTAU & Co.,
Agents.
Hongkong, 1st August, 1888. [755]

FOR NEW YORK.

THE 3/3 L. I. American Ship
"C. C. CHAPMAN,"
Hichborn, Master, shortly expected, will load here
for the above Port, and will have a quick
despatch.

For Freight, apply to
PUSTAU & Co.,
Agents.
Hongkong, 1st August, 1888. [754]

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON.

ALSO,
MADRAS, CALCUTTA AND
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, TRIESTE,
HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"PESHAWUR," Captain L. H. Moule, with Her
Majesty's Mails, will be despatched from this
for LONDON direct, via SUEZ CANAL, the 25th
August, at NOON.

Cargo will be received on board until 4 P.M.
Parcels and Specie (Gold) at the Office until
4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and
PASSAGE apply to the PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.

Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 13th August, 1888. [73]

OCCIDENTAL AND ORIENTAL STEAM- SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"BELGIC"
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 8th September,
at THREE P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to
address in full; and the same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.....350.00
available for 6 months.....350.00
To Liverpool.....325.00
To London.....330.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Offices, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 18th August, 1888. [73]

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES—AND—EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"DUKE OF WESTMINSTER,"
3,725 Tons Register, Turret Commander,
will be despatched for VANCOUVER, B.C.
and SAN FRANCISCO, via KOBE and
YOKOHAMA, on WEDNESDAY, the 29th
August, at THREE P.M.

To be followed by the S.S. "PARTHIA"
on 13th September, and S.S. "ABYSSINIA"
on 4th October.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports, and
at Vancouver with Pacific Coast Points by the
regular Steamers of the Pacific Coast Steamship
Company and other Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria (Mex.) \$160.00
To San Francisco.....175.00
To all Common Ports in Canada } 230.00
and the United States.....300.00
To Liverpool.....300.00
To London.....305.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese and Japanese Customs, to be
obtained on application.

Consular Invoices to accompany Cargo des-
tined to Ports in the United States, should be
sent to the Company's Office, addressed to
Mr. D. E. BROWN, District Freight Agent,
Vancouver, B.C.

Freight will be received on board until 4 P.M.
on the 28th August.

All Parcels must be sent to our Office and
should be marked to address in full; and the
same will be received by us until 5 P.M. the
day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th August, 1888. [136]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK"
will be despatched for San Francisco, via Yoko-
hama and Honolulu, on WEDNESDAY, the
29th August, at 1 P.M., taking Passengers and
Freight for Japan, the United States and Europe.

Intimations.

A. S. WATSON & CO., LTD.
NOTICE.
GARDEN SEEDS.
SEASON 1888-9.

THE following SEEDS required for immediate sowing CAN BE SUPPLIED AT ONCE:—
CELERY, CYCLAMEN, and CINERARIA.
Our First Shipment of Assorted VEGETABLE AND FLOWER SEEDS has arrived, and will be ready for delivery in a day or two.

Catalogues and Gardening Notes Free on application.

A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

The Hongkong Telegraph
HONGKONG, THURSDAY, AUGUST 23, 1888.

A CORRESPONDENT has been writing to our morning contemporary re the alleged share-broker nuisance. And here is what he says:—

"At the present time there are about sixty share-brokers in the colony, and there are only three auctioneers, each of whom pays \$300 per annum for a licence. The share-brokers pay nothing, and each makes for greater profit than the auctioneers. It would be reasonable and wholesome if the Government imposed a fee for a broker's licence."

"There can, we think, be very little doubt that the fanks of the sharebrokers could be considerably thinned with advantage both to the fraternity and the public at large; but that is no reason why ignorant newspaper correspondents should write and stupid newspaper editors publish misleading statements which are alike without sense and reason. If sharebrokers are to be licensed like auctioneers, why should not bankers, merchants, architects, doctors, lawyers, drapers, house agents—ay, and even editors be also called upon to specially contribute to the public revenue? Why should any professional trades-men be exempted from this ridiculous tax? Besides, as a matter of fact, sharebrokers contribute a very much larger amount in the shape of taxation to the Government than the auctioneers, and probably more than any other class of business men. Surely the *Daily Press* and its precious correspondent must be aware that the whole of the sharebrokers in the colony pay very heavy licences in the shape of stamps for their deeds of sale and transfer—amounting, we understand, in the case of some firms to as much as \$500 per month? If that is not a direct tax on business, a license under another name, we should like to know what it actually is."

Nevertheless we are bound to admit that sharebrokers in this colony carry on their operations on a basis which is the reverse of satisfactory. There are without doubt numbers of respectable, influential, and trustworthy firms whose word is their bond, which may be as safely relied on as a Hongkong Bank dividend warrant; but it is also indisputable that there are others, many others, who are mere men of straw, earning a precarious hand-to-mouth living by means that will not always bear a close inspection. In plain English, it has become something very like a common custom that when a man has failed at everything else he finds his last refuge amongst the ranks of the sharebrokers. No capital is required, a short advertisement in the newspapers, the operator takes up a central position in the vestibule of the Hongkong Hotel (which costs nothing), charts a jinnicksha, arranges himself in his Sunday garments and assumes his everyday "cheek," and the thing is done—he is a Hongkong broker, and very often becomes, if we may be excused for using very expressive slang, a "dead broker." That this sort of thing ought to be amended there can be no doubt; but it is a question whether the remedy does not lie with the public themselves rather than with the Government authorities. It has been frequently urged, and not without reason, that if share traffickers will deal with unreliable agents it is only right that they should take the consequences when "time" shares that have risen twenty per cent. since the day of purchase are not forthcoming when settlements are being arranged. In our opinion the principle of *Caveat emptor* should apply to almost all business transactions—and certainly to share trafficking.

On another occasion we propose dealing at some length with this subject, when we hope to be in a position to offer some suggestions which the Government may find it advisable to enforce in the public interest, and which will not arbitrarily or unjustly interfere with vested rights. Meanwhile we have thought it advisable to attempt to show to our readers how silly and unfair is the obsolete suggestion of licensing brokers favored by the *Daily Press*—and we think we have conclusively done so.

TELEGRAMS.

(Ruter.)

THE TRIPLE ALLIANCE.
LONDON, August 21st.
Signor Crispien has gone to Germany to meet Prince Bismarck and Count Kalnoky.

BOULANGER BOBS UP SERENELY.
General Boulanger has been elected for the departments of Somme and Charente.

A NAVAL DOCK IN BOMBAY.
LONDON, 6th August.
A proposal for a dry dock at Bombay is included in the report of the Committee on Navy Estimates.

RUSSIA AND GERMANY.
BERLIN, 6th August.
It is understood that the coming interview between M. de Giers and Prince Bismarck will lead to a conference here, in order to deal solely with the Bulgarian Question.

THE CURRENCY COMMISSION.
LONDON, 7th August.
In the House of Commons last night, Mr. W. H. Smith, in reply to a question, said the Chairman of the Currency Commission hopes to present the Report within two months.

THE TROUBLE IN ZULULU.
DURBAN, 6th August.
Two columns are advancing on the Cezabush; Dinizulu's locality and intentions are not known.

PARLIAMENT.
LONDON, August 14th.
Parliament has been adjourned until the 6th of November.

MR. PARNELL AND "THE TIMES."
MR. Parnell has decided to proceed against the *Times* for libel in the Scotch Courts.

BOULANGER FIRED AT.
PARIS, August 15th.
General Boulanger is touring in the provinces. At Charente an opportunist fired five shots from a revolver at the General, but missed him.

LOCAL AND GENERAL.

WE read in a Japanese contemporary that a trial shipment to England of black tea will be made shortly by the Osaka Tea-preparing Company.

A KORE native paper says—Some days since a ten-broker living in Motomachi was arrested on a charge of selling a large quantity of adulterated tea, and is now under examination. He had an accomplice, a Chinaman, who was handed over to his Consul and treated to go blows with a bamboo, inflicted by order of that dignitary.

TUESDAY'S issue of the *Macao Independent* is conspicuous for the abysmal absurdity of its remarks about the manifestoes which the members of the Portuguese community of Hongkong have sent to the extinct Municipality of Macao and to Senhor Amaral, the unsuccessful candidate at the last election for a Deputy. The *Macao* semi-official organ views the independent measures taken by the Portuguese residents of this colony through its usual coloured spectacles, and goes on tottering and stumbling in its blind career of mean subservience, classifying as irregular and ill-advised what was simply beyond the range of its asinine comprehension. The signatories of both manifestoes can well afford to ignore the *Independent's* querulous twaddling.

ACCORDING to the *Bukha Simphi*, the tenders for the purchase of the Milke coal mine have been opened in the presence of the competent authorities, and of the bidders themselves. It had been distinctly premised by the Directors of the Accountants Bureau that the highest tender would not necessarily be accepted, the Government reserving the right of instituting careful enquiries as to the competence of the tenderer to carry out his contract. Naturally, in transferring this important industry to private hands, there is a strong resolve to guarantee it against abandonment. Five tenders were found in the box. One of them is said to have been a representation from Mr. Iwasaki Yanosuke with reference to the sale of the mine. This, the *Bukha Simphi* asserts, was left unopened, as having no bearing on the matter in hand. Inadvertently no doubt, says the *Japan Mail* our contemporary greatly misrepresents the Government. In handing over to the people a large coal-mine hitherto worked under official direction, the authorities would not be so foolishly short-sighted as to leave unopened a representation coming from the only successful private mine-owner of any importance in Japan. But the fact is—as we happen to know—that no such representation was forwarded by Mr. Iwasaki. His letter merely contained a statement—dictated by consideration for the authorities themselves—that under the conditions imposed he regretted his inability to tender for the mine, but that he should be glad to do so hereafter were the conditions modified. The tenders actually sent in are said to have been as follows:—

Mr. Sasaki Hachiro, Tokyo, \$550,000
Mr. Kawasaki Gishuro, representing \$550,000
Mr. Shimada Zenemon, Kyoto, \$517,500
Mr. Kato Bunzo, Yokohama, \$415,000
Mr. Mizui Takemasa, Tokyo, \$410,000

According to the *Nichi Nichi Shimbun*, Mr. Sasaki is supposed to enjoy some measure of official support. For our own part, we can only say that the bidding has been very remarkable.

If anybody really hopes to carry on the Milke mine profitably after paying \$4 million *yen* for it, he must have bases of calculation unknown to the public. At all events, it will be well when the sale and transfer are effected, for there is much room for criticism in the continued working of the mine under official direction. We may add that the upset price fixed by the Government was 4,200,000 *yen*; the manner of payment, to be 200,000 *yen* down, 1,000,000 *yen* on taking over the mine at the end of the year, and the remainder in 12 annual instalments. It is evident that any individual or company purchasing the mine at such a price, will not be able to sell the coal at the low price hitherto asked for it. We trust that the result may not prove injurious to the development of the export trade in this commodity.

THE P. M. S. S.'s magnificent steamer *City of New York* is advertised to leave for Yokohama and San Francisco at noon on Wednesday next.

THE population of the province of Cebu, in the Philippine Archipelago, numbered 39,702 souls in 1735; 100,000 in 1799; 389,073 in 1850; 394,215 in 1876; and 518,082 in January, 1888.

THE Annual Aquatic Sports in connection with the Victoria Recreation Club will be held on Friday and Saturday, the 31st inst. and 1st September. Full particulars will be announced in due course.

M. Chasagnon, a celebrated illusionist, who arrived in the colony to-day by the steamship *Glenroy*, will shortly give performances at the Theatre Royal, City Hall. Programmes will be duly circulated.

THE *Daily Press*, after all these weary years of trouble and tribulation, hears "that the idea of removing the Naval Yard to the Kowloon side is being very favorably entertained by the Naval Authorities." Poor old *Granny*!

A BIG fire occurred on the 10th inst. at Iloilo, in the Philippine Islands, resulting in the destruction of a great number of houses and involving a loss of from \$70,000 to \$80,000. The conflagration was produced by an explosion of kerosene.

ON the 7th inst. Admiral Chandler removed his flag from the U.S.S. *Brooklyn* to the *Marion*, his late flagship leaving for America. Five days later she was towed into Nagasaki disabled, having broken her crank-shaft. It was expected that this would detain her several months, but it has been decided to send her round the Cape of Good Hope, under sail, without delay.

FROM late Rangoon advices we observe that Dave Carson has been lately 'fretting his weary hour' at that city. We wonder if Bandmann's old pal and partner (but hated enemy) will really pay Hongkong a visit! 'The Bengalee Baboo' has not amused us for the past ten years, and we would not mind seeing the veteran Dave once more in the flesh before joining the angels in the 'great beyond.'

WE hear from Macao that the nondescript Commission appointed by Governor Costa to inquire into the affairs of the dissolved Corporation have concluded their work and reported unfavourably on the extinct Chamber. As it is almost a certainty that the members of the dissolved *Senado* will be re-elected on Sunday next, it matters very little to them what the minions of the Government think of their past administration.

THE *MANILA Comercio* has the following with regard to the barque *Australia*: 'Hopes are entertained that the barque *Australia*, which is aground on the San Nicolas shoal, may eventually be floated. By means of a powerful steam pump she has been made dry, a quantity of coal has been landed, and it is anticipated that by unloading her, for which purpose the steamer *Feliza* has towed four lighters to the locality, she may be floated and towed to Caicao.'

AT 2.45 p.m. to-day, as our teletotal reporter was wandering in the neighbourhood of the Hongkong Hotel, he saw a crowd of Celestials assembled precisely on the spot whereon stood Price's famous iron retreat behind the Clock Tower. Thinking he might pick up matter there for a "par," he cautiously approached, expecting to find wallowing on the ground a drunken tar in the usual approved fashion; but he soon discovered that the centre of attraction was a snake, quite a little beauty with black and white stripes which had dropped from a branch of the tree just in time to breathe its last in a couple of minutes after landing on terra firma, the Celestials having dispatched it with marvellous rapidity.

THIS morning at the Police Court, before Mr. Sercombe-Smith, Cheung Wa Tan, a fisherman, charged two members of the same fraternity with obtaining from him the sum of \$15 by false pretences and with the intent to defraud, on the 25th May last, off Silver Island, in the waters of the colony. Complainant said he was in his junk cruising for fish off Silver Island on the above date when first defendant came alongside in his junk and warned him away on the allegation that he, defendant, had a monopoly for fishing in that particular part. He then told complainant that if he had a license he might remain, but that his own monopoly lasted till the following October. He then proposed to complainant that he could take out a license through him, for which he would have to pay \$15. Accordingly complainant, having two boats, paid the accused \$7.50 for a permit for each to fish on the grounds. The money was paid in Mexican and Vens. For the payment of the money he was ordered over into defendant's junk, but on the cash being pocketed, complainant was told that taking all things into consideration he could, as he had paid, go on fishing without license. On the second day, however, defendant again ranged up alongside and ordered him to "clear out." Complainant then made a report of the matter to the police at Stanley. Defendant denied the charge and brought witnesses to prove that it was unfounded, whereupon the case was dismissed.

WE learn that applications for shares in the proposed East Borneo Planting Co., Ltd., have already been received to nearly double the number available, although the prospectus has not yet been issued. This satisfactory result evidences that the remarks we made some days ago regarding this new industrial enterprise were well founded. The East Borneo Planting Co., Ltd., will be registered early next week; its capital of \$150,000 is divided into five thousand shares of \$30 each, and the principal shares now to be carried on will be tobacco and pepper planting on a thousand acres of land, which have been secured on most advantageous terms. The General Agents of the Company will be Messrs. Gibb, Livingston and Co., a firm whose name is sufficient guarantee of the thoroughly genuine and bona fide character of the undertaking. This introduction of English capital into British North Borneo should materially assist that colony in its efforts to utilize the manifold commercial advantages it undoubtedly possesses; and it certainly does not say much for British enterprise that the place has hitherto been principally worked by Dutch capitalists.

THE excellent all-round man, Mr. C. H. Thompson, kept the interest up for the past few minutes, being followed by a bout of quarter-staff by two soldiers. A grand march, by the pipers, duly ended a really first-class horse's enjoyment.

WE are informed that the steamer *Kiukiang* which left this at 2 p.m. yesterday, arrived at Macao at 7 p.m. owing, it is supposed, to a low tide.

THE locomotives of the Manila-Dagupan railway line will weigh 25 tons; the wagons will be built to suit all the requirements of a tropical climate.

MANILA papers report frequent cases of tramway collisions with carriages and all sorts of vehicles along the road of that city, resulting generally in more or less serious accidents to the drivers or occupants.

A HINGO vernacular print says that since April, 10 and 20-cent subsidiary silver coin to the value of 600,000 *yen* has been struck at the Mint, and that work will be resumed to increase this sum to 900,000 *yen*.

A JAPANESE native paper reports that the Hon. John A. Bingham, formerly United States Minister to Japan, will be re-appointed to Tokio, the present Minister leaving shortly for home on the expiration of his term of service.

THIRTY-two Chinese householders and others were to-day summoned by the Police for making bonfires in the streets on the 21st inst. The defaulters, in all but one or two cases, admitted the charge and were fined one dollar each.

THE *Extremo Oriente* publishes a letter which several members of the Portuguese community of this colony have jointly addressed to Senhor Amaral, the unsuccessful candidate at the recent election for a Deputy in Macao. The *Independente*, which supported Senhor Hortia's candidature, "goes for" this document in its usual rag-picking style, and heaps a mountain of abuse on Senhor Amaral's adherents—a class of people that can well afford to laugh the *Macao* rag to scorn.

AT the Police Court this morning before Mr. Sercombe-Smith a fruit dealer of No. 12 Square Street was charged by the police with dealing in the Tsz Fa lottery. Defendant denied keeping such an establishment, and explained to the Court that a neighbour some time ago had dealings with him in Tsz Fa stock. Defendant was heavily, but on applying for a settlement it was refused. It was applied for again and again when at last a quarrel broke out, and then the neighbour induced the police to make this charge against him. In this dilemma the inevitable informer comes forward and takes his solemn oath to have played with the accused on a certain occasion and to have staked money on the game. Other evidence being taken as to the condition of the room where certain paraphernalia of the game were found, the accused was fined \$30, but, not having that amount handy, he preferred to accept free board and lodging at General Gordon's model establishment for the next six weeks.

THE Macao authorities, in their ridiculous attempt at suppressing the truth as regards the present sanitary state of the neighbouring colony, have contrived to get the *Independente* to depict in rosy colours the state of affairs there, and our morning and evening contemporaries, whose Macao news is generally copied from that unreliable source, have followed suit and declared to the public that since the few cases of cholera from the transport *India* have been isolated, the epidemic has been efficiently checked. While deaths from cholera are daily reported in Macao, it is highly amusing to hear our Wyndham Street oracles imitating the *Macao* rag in its futile attempt to disguise the actual state of things prevailing there. We were shown yesterday a letter from a Macao *taipin*, earnestly requesting a resident here to do his best towards suppressing the alarming state of affairs in that colony. It is supposed that commercial interests are at the bottom of the suppression movement; but as facts are no respecters of persons, they will transpire and become known, the *Daily Press* and *China Mail* notwithstanding. Our correspondent writes us under today's date that six more deaths from cholera were reported at the Cacilhas lazaretto yesterday, that three Chinese women were seized with choleraic attacks at the Horta da Mitra, one of them succumbing, that a servant to the officer, who is second in command of the *India*, died on board that vessel, of the same disease, and that a rumour was afloat to the effect that Major Vazinhos, who was lately placed in command of the lazaretto, had fallen ill.

LAST night a large number of soldiers witnessed about the most attractive item on the programme of weekly entertainments which their popular Chaplain has provided. The Garrison Theatre was crowded, and the Rev. B. Wonnacott presided. To begin, Police Sergeant Mann and Constable Duncan, dressed in the gorgeous Royal Stuart tartan, played the pibroch *Donald Dhu*. They looked really fine, being men of grand physique, fully dressed, marching up and down the platform skirling out their wild music, though, probably the native onlookers outside thought it wasn't a patch on their shrieking fiddles. It passed off admirably, however. Constable Cuthbert, wearing the Gordon tartan, next gave a sword-dance, Duncan accompanying on the pipes. The Northerners' present unanimously agreed that they had never seen it better danced. Instructor Sergeant Mills, with two military pupils, next gave an exhibition with Indian Clubs, a line which is interesting, but "filling." A song by a stalwart soldier followed, and proved a pleasant variation, being vociferously cheered. The recall having been got through, Mills performed some feats of swordsmanship, cutting a bar of lead and a sheet of paper with apparently equal ease. Then the drone of the chanter was heard again, as Piper Mann struck up a Highland Fling, danced by Constables McIntosh and Cuthbert, each wearing the Gordon colours. The audience rose to it, and, not contented with a repetition, demanded a reel, which was danced with equal grace and agility. A smart round with the gloves, between that excellent all-round man, Mr. C. H. Thompson, kept the interest up for the past few minutes, being followed by a bout of quarter-staff by two soldiers. A grand march, by the pipers, duly ended a really first-class horse's enjoyment.

A SANITARY observatory will shortly be established on the island of Guimaras, in the province of Iloilo, Philippine Islands, which is to watch and report on the arrival of ships proceeding from infected ports.

MR. and Mrs. Gladstone are approaching the Jubilee year of their married life. The opportunity will be taken by a circle of personal friends and colleagues in both Houses of Parliament to make an interesting presentation. Mrs. Gladstone will receive the portrait for which she is now sitting to Mr. Herkomer, and Mr. Hollis's portrait of the Grand Old Man, which forms a feature in the Royal Academy of the present year, has been purchased for presentation to the right hon. gentleman.

THE Liquidator of the Great Eastern Steamship Company has issued a statement of the receipts and payments during the period of the liquidation, which shows funds available for distribution among the shareholders amounting to £5,533 6s. 8d., being at the rate of 11s. 4d. per £10 share. The steamship was sold for £26,200. Out of the fund of £16,200 mortgages and interest thereon and creditors exceeding £19,000 were paid in full before anything became divisible among the shareholders.

SUPREME COURT.
IN ORIGINAL JURISDICTION.
(Before Mr. A. J. Leach, Acting Puisne Judge.)

LAWYERS AT LOGGERS' HEADS.
Tsang Hon, a carpenter, residing at Sau-ki-wan, opposed an interpleader claim brought by Chu Fan, a boatbuilder at the same place, for the possession of a partly-built junk and a quantity of timber. The Attorney General (instructed by Mr. Denny) represented Tsang, and Mr. Francis Q.C. (instructed by Mr. Webber) was for Chu. Considerable debate arose between these legal lights as to what ought to begin the contest, and finally it was decided to adjourn the case in order that they might see some one who knew something about the procedure in such cases.

IN CRIMINAL SESSIONS.
In the absence of the Acting Chief Justice, who is indisposed, the prisoners found guilty at the Sessions on Monday were sentenced this morning by Mr. Leach.

THE QUICKSILVER CASE.
Ng Tuk, Chan Ching, Chan Chai, and Chu Wan were brought up for receiving the eight flasks of quicksilver stolen from Arnold, Karberg & Co.'s godown, knowing them to be stolen. All denied their guilt, the last expressing his willingness to have his bones at the bottom of the sea and his body floating at the surface if he had done so with hard labour. Chan Ching burst into lamentations and had to be dragged bodily out of the Court by a couple of constables.

THE GAROTTER.
Tsang Amou, found guilty of robbery with violence in Praya West, wanted to be deported. His Lordship said that robbery with violence was always punished here very severely, and in his case the sentence would be one of two years imprisonment with hard labour, and he was whipped with a rattan, 25 strokes, within the first six months.

OUR SANITARY BOARD.
Drainage and Epidemic Board met this afternoon. Everybody there. Board had written to His Excellency asking what he intended to do in anticipation of small-pox by-and-by. H. E. wrote back "not his business," would consider their suggestions. Told them to "look slippy." Mr. Francis surprised the Board asked such an impertinent question. Wouldn't have let him if he had been at last meeting. Captain Deane tried to explain. Mr. Francis unappreciated. Everybody afraid to ask him why he wasn't at last meeting. Says it is a slap in the face. Temporary absence. Secretary mollified him by reading all correspondence since March. Chairman lively starts draft estimates. Mr. Ede brings up letter again. Thinks immediate attention to sanitary details more useful than building a Hospital. Suggests that H. E. be told so. Mr. Francis again. Chairman tries draft estimates again. Pulled up by the Board. Half an hour gone. No results. Eg-um-draft estimates. We leave.

CORRESPONDENCE.
[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TWO MUDDLES.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR—A fortnight, less or more, has elapsed since the publication of the half yearly reports of the Hongkong and Shanghai Bank and the Hongkong and Whampoa Dock Company, and I have been looking in vain for some discussion upon them in the local dailies. But a calm has prevailed which may or may not presage a coming storm. I shall say that "may not" is the more likely term. Some underbreath growling on the "Rialto" heralded its appearance, but waxed fainter and fainter like the last rumbling of the retreating storm, and even your own "something to say" has not appeared—and by the way, has not this occurred rather often of late? The management of our local companies is surely a fit and worthy subject for discussion, and we sadly want a Mammion column to criticise the doings of our *Middases*, but where is the *Mosses Moss*?

Taking the first report to hand, that of the Bank, there appears a slight improvement over the previous six months, inasmuch as the net profits are 7/10ths per cent. on the gross amount engaged in the business of the Bank on the 30th June, against 5/10ths per cent. for the 31st December last; but as this does not show the actual amount of liabilities entered into for the whole six months, it goes without saying that this poor margin of profit becomes yet poorer when spread over the gross amount of liabilities for the six months. Two losses are apparent—\$24,000 by exchange on Dividend adjustment account, and \$48,000 by conversion of Consols; these amounts are equal to 10 per cent. on the net profits. Well, we can't feel-haul the Directorate for those losses; we may be rather thankful that the Bank's investments in Consols are not at a figure more accordant with the extensive operations of the Corporation, or a far higher amount of our slim earnings would have been goosehead.

The borrowed capital has been increased and reaches to over 7½ millions; dollars' deposits, upon these deposits interest at the rate of from 2 to 5 per cent. has been paid. In the absence of more figures with a view of 31 per cent. at which rate \$1,200,000 will probably have been paid for the use and liability of this large sum, which, with other funds, earned for the Corporation the magnificent amount of \$700,000 thousand net profit. Our Directors have

In fact, been paying from 2 to 5 percent. interest on 7½ million dollars which, in the business to which they have been applied, were certainly not worth more than two per cent.

I do not exactly know what is the relationship between the Hongkong and Shanghai Bank and the Savings Bank, but I suppose that a large part of the earnings of the Bank goes to pay rates of interest upon the savings of the community that they are not worth. The just interests of the proprietary are for a considerable reduction of the rates paid on deposits, for it is not just that the depositor with the minimum of risk should carry off so large a share of the profits, whilst the proprietary with such enormous liabilities have to be content with so narrow a margin. It is but a short walk from such slim profits as the report shows to actual disaster. If the business of the Bank cannot be carried on upon its present proportions without such an enormous amount of borrowed capital, it would be better for our Directors to lop off much of the risky, shaky, I had almost written shady, transactions which have so long required such ample "provision."

The Dock Company's report shows a further falling off of business, resulting in a diminution of profits to the tune of \$20,000; whilst the liabilities show an increase of debt to the tune of \$112,000, round figures, resulting in an increased charge on the earnings of \$4,815. The Admiralty loan has been diminished by the handsome amount of \$800, at which rate it will take the Company about 80 years to get rid of its lightest creditor. I suppose the management will make the ironclads (when they come) sweat for that! The thing does not look healthy; diminishing business and increasing debts inevitably lead to disaster. There has been considerable addition to the nominal value of the Dock Co's property and plant, which seem to have been paid for out of the \$112,000 fresh credit, though, as far as can be made out by the report, the figures do not come out square. The proprietary can scarcely hope that the debt with which they are saddled has yet reached its limit; another report or two will probably raise it another \$200,000, and the interest charge increased in proportion; how does the Directorate propose to deal with this encumbrance? \$800 a year will not do much, and there is not a cent to spare out of the revenue account. A dividend must be paid, even if it is out of borrowed capital, or shares will rapidly fall to the lowest depths of woe. Will this difficulty be faced at the coming meeting? Will the shareholders confront the question of the vitality of the concern, or waste their time over the question of one or two per cent. more or less dividend?

Yours, &c.,
F. H. E.

Hongkong, 23rd August, 1888.

[We would add nothing to our correspondent's observations—which are doubt worthy of consideration—had he not expressly referred to our remark in publishing the reports of the Hongkong and Shanghai Bank and Whampoa Dock Company, that we should probably have "something to say" regarding these important documents. Our correspondent may rest assured that we shall have something to say about both reports at the proper time and season; but surely he must recognise that the shareholders have an undeniable right to the "first innings"? "F.H.E." may not

these few constituents are constantly presented, are known to all who have paid the least attention to Chinese cookery. Another act of extreme significance does not force itself upon our notice, but can easily be verified. There is very little waste in the preparation of Chinese food, and everything is made to do as much duty as possible. What there is left, after an ordinary Chinese family have finished one of their meals, would represent but a minute fraction of the net cost of the food. In illustration of this general fact, it is only necessary to glance at the physical condition of the Chinese dog or cat. It is the unhappy function of these animals to "live" on the leavings of human beings and their lives are uniformly protected at a "poor dining rate." The populations of new countries are proverbially wasteful, and have not the least doubt that it would be possible to support sixty millions of Asiatics in comparative luxury, with the materials daily wasted in a land like the United States, where a living is easily to be had. But we should like to see how many human beings could be fattened from what there is left after as many Chinese have "eaten to repletion," and the servants or children have had their turn at the remains. It is a fact which cannot fail to force itself upon our notice at every turn, that the people of this land are not tiffed, as a race, with that extreme fastidiousness in regard to food, which is frequently developed in western lands. All fish that comes to their net, and there is very little which does not come there first or last. In the northern parts of China, the horse, the mule, the ox, and the donkey are in universal use, and in large districts the camel is made to do full duty. Doubtless it will appear to some of our readers that Economy is carried too far, when we mention that it is the general practice to eat *all* of these animals as soon as they expire, without waiting for the cause of death be an accident, old age, or disease. This is done as a matter of course, and occasions no remark whatever, nor is the habit given up because the animal may chance to have died of some epidemic malady, such as the pleuropneumonia in cattle. Such meat is not considered so healthful as that of animals which have died of other diseases, and this truth is recognized in the lower scale of prices asked for it, but it is all sold, and is all eaten. Certain disturbances of the human organizations into which such diseased meat have entered, are well recognized by the people, but it is doubtless considered economical to eat the meat at the reduced rates, and run the risk of the consequences, which, it should be said, are by no means constant. Another example of Chinese economy in relation to the preparation of food, is found in the nice adjustment of the material of the cooking kettles, to the exigencies of the requisite fuel. The latter is scarce and dear, and consists generally of nothing but the stalks and roots of the crops, making a rapid blaze which quickly disappears. To meet the needs of the case, the bottoms of the boilers are made as thin as possible, and require very careful handling. The whole business of gathering this indispensable fuel, is an additional example of economy in an extreme form. Every smallest child, who can do nothing else, can at least gather fuel. The vast army of fuel gatherers which in the autumn and winter over-spread all the land, leave not a weed behind the hungry teeth of their bamboo rakes. Boys are sent into the trees to beat off the autumnal leaves with clubs, as if they were chestnuts, and even straws are scarcely allowed leisure to show which way the wind blows, before some enterprising collector has "annexed" them. On one of the principal highways of the Empire we once saw a Chinese cart, apparently picking up something in the road, and afterwards throwing out her arms in a wild and forbidding manner, like an actor when he cries "Fascia wizard, away!" On approaching nearer, it became evident what the woman was about. Chancing to see a pile of manure in the road, (which probably adjoined land belonging to her family) she had gathered it up in her hands, and scattered it over the adjacent soil in such a way, as to have it do the most good, and at the same time foil the enterprise of the professional manure collector, who everywhere swarms. It was the irrepressible instinct of economy which led the woman to do this, and every thrifty Chinese housewife is in her own way, equally economical. She knows how to make the most of her materials. Her dress is not in its pattern, nor in its construction, wasteful like those of her sisters in Occidental countries, but all is planned to save time, strength and material. The tiniest scrap of foreign stuff is always welcome to a Chinese woman, who will make it reappear in forms of utility if not of beauty, of which a mistress would never have dreamed. What cannot be employed in one place, is sure to be just the thing for another, and the least trifle of stuff is sufficient for the binding of a shoe. The benevolent person in London or New York who gives away the clothing for which he has no further use, entertains a wild hope that it may not be the means of making the recipients paupers, and so do more harm than good. But whoever gives away similar articles in China, though the stuffs there in use, and the style of wear are so radically different from ours, has a well grounded confidence that the usefulness of that particular article has now at last begun, and will not be exhausted, till there is nothing left off for a base with which other materials can unite. Many of the fruits of Chinese economy are not at all pleasing to Westerners, but we cannot help admitting the genuine nature of the chain which may be built on them. In many parts of the Empire, especially (strange to say) in the north, the children of both sexes roam around in the costume of the Garden of Eden, for many months of the year. This comes to be considered more comfortable for them, but the primary motive is economy. The strident squeal of the vast army of Chinese wheelbarrows is due to the absence of the few drops of oil which might stop it, but which never do stop it because to those who are gifted with an absence of nerves the squeak is cheaper than the oil. The same may be observed in reference to those personal habits which form so great a contrast in the Chinese and Japanese peoples. If a Japanese emigrates, it is specified in his contract, that he is to be furnished daily with so many gallons of hot water, in which he may, according to custom, parboil himself. The Chinese have their bathing houses too, but the greater part of the Chinese people never go near them, nor indeed ever saw one. "Do you wash your child every day?" said an inquisitive foreign lady to a Chinese mother, who was seen throwing shovels full of dust over her progeny, and then wiping it off with an old broom. "Wash him every day," was the indignant response, "he was never washed since he was born!" To the Chinese generally, the motto could never be made even intelligible, which was put in his window by a dealer in soap "Cheaper than dirt." The Chinese doubtless regard the average foreigner, as it is said the Italians do the English, whom they term "soap-washers." Washing of clothes in China, and for the Chinese there certainly is, but it is on a very subdued scale, and in comparison with what we call cleanliness, it might almost be left out of account. Economy of material has much to do with this, as we cannot help thinking for many Chinese appropriate clean things as much as we do, and some of them are models of neatness, albeit under heavy disadvantages. It is due to the

instinct of economy that it is generally impossible to buy any tool ready made. You get the parts in a "raw" shape, and adjust the handles, etc., yourself. It is generally cheaper to do this or oneself, than to have it done, and as every one takes this view of it, nothing is to be had ready-made. We have spoken of economical adjustments of material, such as that found in ordinary houses, where a dim light which shines over two apartments being placed in a hole in the dividing wall. The best examples of such adjustments are to be found in Chinese manufactures, such as the weaving of all kinds of fabrics, working in pottery, metal, ivory, etc. Industries of this sort do not seem to us to exemplify ingenuity, so much as they illustrate Chinese economy. Many better ways can be devised of doing Chinese work, than the ways which they adopt, but none which make significant materials go further than they are able to with the Chinese. They seem to be able to do almost everything, by means of almost nothing, and this is the characteristic generally of their productions, whether simple or complex. It applies as well to their iron-foundries, on a minute scale of completeness in a small yard, as to a cooking range of strong and perfect draft, made in an hour out of a pile of mud bricks, lasting indefinitely, operating perfectly and costing nothing.

Every observant resident in China will be able to add to these random illustrations of a Chinese social fact, but perhaps no more characteristic instance could be cited, than the case of an old Chinese woman, who was found hobbling along a painfully slow way, and on enquiry of whom it was ascertained, that she was on the way to the home of a relative, so as to die in a place convenient to the family grave-yard; and thus avoid the expense of coffin-bearers (for so long a distance) — *N. C. Daily News.*

THE YELLOW RIVER.

On the 25th ultimo, as the reports from the principal officials in charge at Cheng Chou and the smaller branches more or less made statement, the Huang-he was in full flood, that the heaviest effects during the winter and spring were being swept away by the current, and that no repairs to the broken bank could be carried on until after the autumn floods pass and the stream falls to its normal winter level, the Imperial Government formally ordered all works of reparation to be suspended. The workmen, 80,000 in number, will be paid off, discharged, and dispersed, and between this time and November, when the river will be low and manageable counsel will be taken to determine upon the best course to be followed in the future. So far the works at Cheng Chou have cost nine million taels, every cent of which has been wasted. The Chinese engineering methods, if to be honoured with a designation, have been of the crudest kind, and no local repair or organic improvement of any kind has been effected. By the scour and force of the flood waters a deep basin has been excavated round the gap, so that it is said the new bank, which the Chinese engineers have in vain tried to construct, has a depth of 60 feet from the top to the immersed base. The breach has not been reduced in size, on the contrary it is in a far worse state than when the river broke last autumn, and it is found that the methods used for repair, such as piling, and then raising a structure of cushions of mill-stalks with mud in rice sacks, are utterly inadequate and useless. It is also known that investigations made at different parts of the river banks, north and south, all agree that, in consequence of the annual deposit of silt, the river bed, from the point at which it emerges from Mongolia, has along its whole course to the sea been unduly raised, so that the normal river flow of turbid and silt-laden water is unable to cut a passage to the sea so as to free the river bed of shoals, and the embankment on both sides, throughout a course of over 600 miles are in a dangerous condition. That the river should have broken bounds at Cheng Chou in particular was an accidental occurrence, as the embankment there was not in a worse state than in hundreds of other places. Probably some small shoal or obstruction might have deflected the stream, so as to throw the force of the current suddenly on the site of the breach with resistless force, but the calamity might have happened at numerous other points on either side. It may be assumed, in general terms, that the entire embankment from the Mongolian frontier to the sea, is unsafe, and unless organic change is made, allowing thorough regulation and control of the stream, at least from the sea mouth to Kaifeng Fu any repairs that are made to the river walls, even on a large scale, will be impermanent. If the old condition of things that has existed from 1830 or 1832, when the river was diverted from its more southerly course to its recent bed through Shantung, is allowed to exist, and endeavours are made to prolong it by local reparation: having no influence on the widespread physical problems that ought to be investigated and settled, the river bed will continue to rise yearly, the embankment must be continually raised correspondingly, and consequently, there must be a regular succession of calamitous inundations. For the present the province of Honan, one of the most valuable of the whole eighteen, and possessing a special political importance from the notable part it has taken in different critical phases of Chinese history, is ruined. The fertile grounds now under water in the low-lying fat valleys, if ever relieved by artificial means from flood, will, we fear, as is found to be the case in the recently dried districts in Shantung, prove to be sterilized by the vast deposit of sand and stony detritus from the treacherous and barren Mongolian hills. The numerous cities, towns, and villages destroyed by the overflow will not be restored and re-peopled for many years under any circumstances, and the once busy population, which has excellent qualities of enterprise, solidity, bravery, and intellectual force, will gradually be dispersed and become absorbed in other regions. This last matter is one that should greatly concern the Imperial Government, which will do well to deal promptly and in a liberal spirit with it, as if a few millions of the hardy peasants and artisans of Honan are settled in Manchuria, or in the more fertile lands of Mongolia, or in the oases of Chinese Turkestan, a few years would add vastly to the defensive strength of the Empire in those regions, which are, as yet, insecure, and if steps are taken in the direction we suggest attack and conquest by an aggressive power could be made impossible. — *Chinese Times.*

FORMOSA.

(FROM OUR CORRESPONDENT.)
Keling, August, 1888.
Formosa, the beautiful island and most useful one indeed it is. There are all the treasures of the three natural kingdoms, and it appears, the very person has been placed in charge of Formosa, to develop its rich resources. The present governor, we mean, who has established steam saw mills, for the splendid forests and woods in the island, he has been making roads, constructing dredges, telegraphs, railways, and is improving the harbours. Recently he has chartered a sailing ship, the *Anna Bertha*, of 700 tons, at a monthly charter of \$100 for six months, to run from Formosa to Kelung and Hongkong. It is also a new departure that for the first time, one of the Douglas steamers is running coal between Kelung and Hongkong. This is the new steamship *Hailing* which arrived from Tamsui at this place to carry coal hence to Hongkong. A German brig, the *Kristine Nilson* is also engaged to carry coal for the Government coal mines between Kelung and the mainland. It is generally regretted that at present the state of the weather does not permit the railway "trucks" to carry on the work without injury to their health. As soon as the weather becomes more favourable, the building operations will be pushed forward as vigorously as ever. Two of the wretches implicated in the murder and robbery case, of which I reported not long ago, have been decapitated, and three more are awaiting their fate. A large English barque is now discharging cement for government count, and the German steamer *Tokann* is loading coal here for the Kiangnan Arsenal, at your place. I hear the Government Telegraph steamer *Fechu* is about to leave Tamsui for Shanghai, with the son of His Excellency the Governor, on board. He will proceed from Shanghai to Nankin, to pass his degree of J.L.M., and is reported to be a very able young gentleman. I understand the *Fechu* is likely to return from Shanghai to Northern Formosa with a cargo of rice for the troops in garrison in our Northern ports. Of the last typhoon we had more wind than rain here, and there was not much harm done. — *Shanghai Mercury.*

(FROM OUR CORRESPONDENT.)
Suiui, August 4th.
The steamer *Deutschland* left our sea-port, Chemulpo, on the 25th July, and was stranded 50 miles to the southward. She was bound to Mokpo. Her people arrived safe back on the 28th July. From statements made by the Captain and others it was supposed, that she immediately broke up and sank. On the 1st instant the steamer *Signal* arrived at Chemulpo, from Mokpo. The captain of the latter steamer reported having boarded the wreck of the *Deutschland*; everything about the engine-room was away at that time, but her deck is nearly dry. On the 7th instant the German Consul-General, Mr. Krein, intends to visit the wreck per *Signal*. The *Deutschland* is supposed to belong to Korea, but had never changed her flag. She is said to be insured by a company of which Messrs. E. Meyer & Co. are the agents. I hear that two more small river steamers have been purchased by our enterprising Korean friends from the Shensi Shipping Company and will probably arrive in a few days. The steamer *Hainan* has gone to Daguel Island, on the east coast, to bring wood for the audience hall, which His Majesty is anxious to have built in foreign style. "Advance, Korea!" Nothing new of Judge Denny or von Müllendorff. You will no doubt be interested to learn that the *Suiul Club* is now almost in full accomplishment, about \$3,000 being already subscribed and the list will probably reach \$4,500. The Ministers have subscribed \$100 each and other people are assessed \$50 and \$25. I think it is a fine idea. The original and the new list are in a fine idea. Messrs. von Müllendorff and Haas were in Korea, both of these gentlemen taking great interest in the scheme, and then raising a structure of cushions of mill-stalks with mud in rice sacks, are utterly inadequate and useless. It is also known that investigations made at different parts of the river banks, north and south, all agree that, in consequence of the annual deposit of silt, the river bed, from the point at which it emerges from Mongolia, has along its whole course to the sea been unduly raised, so that the normal river flow of turbid and silt-laden water is unable to cut a passage to the sea so as to free the river bed of shoals, and the embankment on both sides, throughout a course of over 600 miles are in a dangerous condition. That the river should have broken bounds at Cheng Chou in particular was an accidental occurrence, as the embankment there was not in a worse state than in hundreds of other places. Probably some small shoal or obstruction might have deflected the stream, so as to throw the force of the current suddenly on the site of the breach with resistless force, but the calamity might have happened at numerous other points on either side. It may be assumed, in general terms, that the entire embankment from the Mongolian frontier to the sea, is unsafe, and unless organic change is made, allowing thorough regulation and control of the stream, at least from the sea mouth to Kaifeng Fu any repairs that are made to the river walls, even on a large scale, will be impermanent. If the old condition of things that has existed from 1830 or 1832, when the river was diverted from its more southerly course to its recent bed through Shantung, is allowed to exist, and endeavours are made to prolong it by local reparation: having no influence on the widespread physical problems that ought to be investigated and settled, the river bed will continue to rise yearly, the embankment must be continually raised correspondingly, and consequently, there must be a regular succession of calamitous inundations. For the present the province of Honan, one of the most valuable of the whole eighteen, and possessing a special political importance from the notable part it has taken in different critical phases of Chinese history, is ruined. The fertile grounds now under water in the low-lying fat valleys, if ever relieved by artificial means from flood, will, we fear, as is found to be the case in the recently dried districts in Shantung, prove to be sterilized by the vast deposit of sand and stony detritus from the treacherous and barren Mongolian hills. The numerous cities, towns, and villages destroyed by the overflow will not be restored and re-peopled for many years under any circumstances, and the once busy population, which has excellent qualities of enterprise, solidity, bravery, and intellectual force, will gradually be dispersed and become absorbed in other regions. This last matter is one that should greatly concern the Imperial Government, which will do well to deal promptly and in a liberal spirit with it, as if a few millions of the hardy peasants and artisans of Honan are settled in Manchuria, or in the more fertile lands of Mongolia, or in the oases of Chinese Turkestan, a few years would add vastly to the defensive strength of the Empire in those regions, which are, as yet, insecure, and if steps are taken in the direction we suggest attack and conquest by an aggressive power could be made impossible. — *Chinese Times.*

COREA.

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Today's Advertisements.

WANTED.
FROM October 1st, or later, a HOUSE with from Three to Five Rooms, Furnished or Unfurnished. A situation preferred not too far from the Office quarters.
Apply to
"A. W."
c/o Hongkong Telegraph Office.
Hongkong, 23rd August, 1888. [822]

PUBLIC AUCTION.
LANE, CRAWFORD & Co. have been instructed to Sell by Public Auction, on ACCOUNT OF THE CONCERNED, at the Hongkong and Kowloon Wharf and Godown Co.'s Godowns, Kowloon, 25 BAGS JAPANESE RICE, (the 24th instant, at 11 O'CLOCK, Ex Steamship *Malwa*. More or less Damaged by Sea Water. TERMS—As usual.
LANE, CRAWFORD & Co., Auctioneers.
Hongkong, 23rd August, 1888. [823]

NOTICE.
A. G. SMITH, D.D.S., will take entire Charge of the DENTAL PRACTICE of the Undersigned till Dr. KIMBALL'S return, and is duly authorized to Sign the Firm.
WINN & KIMBALL.
Hongkong, 23rd August, 1888. [824]

TO LET, IMMEDIATE POSSESSION.
HOUSE No. 1 and 2, "BALL'S COURT," Bonham Road.
BUNGALOW, No. 35, Pokfulum Road and Third Street.
HOUSE No. 31, "WEST VILLA," Pokfulum Road.
OFFICES AND SHOPS, "BEACONSFIELD ARCADE," Queen's Road.
Apply to
BELLIOS & Co.,
Hongkong, 23rd August, 1888. [725]

Masonic.
ST. JOHN LODGE OF HONGKONG, No. 618, S.C.
AN EMERGENCY MEETING of the above-named Lodge will be held in FREEMASON'S HALL, Zealand Street, TO-MORROW, the 24th instant, at 5 for 5.30 P.M. precisely. Visiting Delegates are cordially invited.
Hongkong, 22nd August, 1888. [820]

Consignees.

NOTICE TO CONSIGNEES.
STEAMSHIP "CHANCELLOR," FROM ANTWERP, BORDEAUX, DUNKIRK AND HAIPHONG.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and TO TAKE IMMEDIATE DELIVERY OF THEIR GOODS FROM ALONGSIDE.
Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
All claims against the Steamer must be sent in immediately.
ADAMSON, BELL & Co., Agents.
Hongkong, 20th August, 1888. [807]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's West Point Godowns, whence delivery may be obtained.
Cargo remaining undelivered after the 24th inst., will be subject to rent. No Fire Insurance can be effected.
Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 24th instant.
Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.
Hongkong, 18th August, 1888. [804]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.
CONSIGNEES of Cargo per Steamship "CITY OF NEW YORK" The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
CHS. D. HARMAN, Agent.
Hongkong, 17th August, 1888. [11]

CANADIAN PACIFIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.
STEAMSHIP "PORT ADELAIDE," FROM SAN FRANCISCO, VANCOUVER, YOKOHAMA, KOBE AND NAGASAKI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
ADAMSON, BELL & Co., Agents.
Hongkong, 21st August, 1888. [16]

Intimations.

NOTICE.
THE TAKU TUG AND LIGHTER COMPANY.

FROM the 1st July the above Company will lighter steamers and sailing vessels at the Taku Bar at the rate of THREE POUNDS PER TON. The work is done under the personal supervision of the Manager assisted by a large FOREIGN STAFF.
W. H. FORBES, Secretary.
Tientsin, 28th June, 1888. [782]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE TWENTY SECOND ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on MONDAY, the 3rd proximo, at 4 O'CLOCK P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring dividends.
The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 3rd proximo, both days inclusive.
By Order,
A. S. GARFITT, Acting Secretary.
Hongkong, 10th August, 1888. [781]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY has BEEN OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.
The CARS RUN as follows between St. JOHN'S PLACE and VICTORIA GAP: 8 to 10 A.M. every quarter of an hour, 12 to 2 P.M. half hour, 4 to 8 P.M. every quarter of an hour.

SUNDAYS.
1st and 2nd past one every quarter of an hour, 1st and 2nd past one every quarter of an hour, 4 to 8 P.M. every quarter of an hour.

Single tickets are sold for the Cars: Five-Cent Coupons and Reduced Tickets at the Office of MACEWEN, FRICKEL & Co., General Managers.

VICTORIA EXCHANGE.
10 & 12, Queen's Road, Hongkong, 17th August, 1888. [159]

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company No. 14, Praya Central, on MONDAY, the 27th instant, at 3 P.M., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1888.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th August, both days inclusive.
By Order of the Board of Directors,
D. GILLIES, Secretary.
Hongkong, 1st August, 1888. [760]

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the Senate of the College by forwarding to the ALICE MEMORIAL HOSPITAL (1) GLASS JARS (for Museum purposes), (2) ILLUSTRATED PAPERS and BOOKS for the Student's Reading Room and Library. Address: — JAMES CANTLIE, Hon. Sec., to the College. Hongkong, 7th August, 1888. [773]

FOR HIRE.

THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.
For particulars, apply to
CRUICKSHANK & Co., Ltd.
Hongkong, 17th August, 1888. [801]

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN accordance with the provision of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 6 per cent. for the half-year ending 30th June, 1888, on the paid up Capital of the Company.
Dividend Warrants payable at the HONGKONG AND SHANGHAI BANKING CORPORATION will be issued to Shareholders on the Register on the 24th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th instant, both days inclusive.
JARDINE, MATHESON & Co., General Agents.
Hongkong, 4th August, 1888. [771]

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions from Mr. A. HAHN, (on account of his Removal to New Premises), to Sell by Public Auction, on

TUESDAY, the 28th August, 1888, at 2 P.M., at his Music Store, Queen's Road, opposite the Hongkong Hotel,

A quantity of STOCK, comprising: VIOLINS, GUITARS, DRUMS, CELLOS, BANJOS, MOUTH ORGANS, CORNETS, ACCORDIONS, CONCERTINAS, TRUMPETS, HEROPHONES, ARISTONS, FLUTES, FLAGEOLETS, FIFES, OKARINOS, CASTANETTES, BONES, VIOLIN BOXES, BOWS, ROSIN, &c., &c.

METRONOMES, MUSIC and MUSIC PAPER, TOYS and FANCY GOODS. Also, A FEW PIANOS.

TERMS OF SALE.—Cash on delivery.
G. R. LAMMERT, Auctioneer.
Hongkong, 21st August, 1888. [816]

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY, the 27th day of August, 1888, at 5 P.M., are published for general information.
By Command,
FREDERICK STEWART, Colonial Secretary.
Colonial Secretary's Office, Hongkong, 18th August, 1888. [809]

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of August, 1888, at 5 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

No. of Reg. No.	Locality.	Boundary Measurements.	Contents in Annual
1	Inland Lot	N. 149	feet.
2	Causeway Bay	370	feet.
3		310	feet.
4		60	feet.
5		810	feet.
6		20400	feet.
7		24	feet.
8		5100	feet.

Insurance.

THE-NEGLECT-OF-LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year, from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY In connection with Life Assurance Business is afforded by THE STANDARD LIFE OFFICE, one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly furnished on application to any of the Standard Company's Agents, or to

THE BORNEO COMPANY, LD., Agents, Hongkong. [659]

STRAITS INSURANCE COMPANY, LIMITED.

HONGKONG CONSULTING COMMITTEE: F. SMITH, Esq., Messrs. ED. SCHREIBER & Co., L. L. REUTER, Esq., Messrs. PUSIAU & Co. HEAD OFFICE, SINGAPORE.

STRAITS INSURANCE COMPANY, LIMITED. Subscribed Capital \$3,000,000 Paid Up Capital 600,000 Reserve Fund 85,000

THE above Company is accepting MARINE RISKS to all parts of the World at CURRENT RATES.

STRAITS FIRE INSURANCE COMPANY, LIMITED. Subscribed Capital \$2,000,000 Paid Up Capital 400,000

THE Company is prepared to Issue POLICIES against FIRE on Foreign and Native Houses, Godowns and their contents, at CURRENT RATES.

All Contributors of Business in the above Two Companies participate in the Bonus whether Shareholders or not.

JOHN ANDREW, Agent, Office, 24, Queen's Road, Opposite Hongkong Hotel. Hongkong, 17th July, 1888. [710]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED. CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary. HEAD OFFICE, No. 2, QUEEN'S ROAD WEST. Hongkong, 1st February, 1888. [150]

Commercial.

CLASING QUOTATIONS.
 Hongkong and Shanghai Bank—158 per cent. premium, sellers.
 Union Insurance Society of Canton—\$87 per share, sellers.
 China Traders' Insurance Company—\$73 per share, sellers.
 North China Insurance—115 per share, buyers.
 Canton Insurance Company, Limited—\$93 per share, buyers.
 Yangtze Insurance Association—115 per share, sellers.
 Chinese Insurance Company—\$175 per share, buyers.
 On Tai Insurance Company, Limited—115 per share, sellers.
 Hongkong Fire Insurance Company—\$145 per share, sellers.
 China Fire Insurance Company—\$78 per share, sellers.
 Hongkong and Whampoa Dock Company, 34 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$115 per share, buyers.
 China and Manila Steam Ship Company—115 per share, sellers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$175 per share, sellers.
 Indo-China Steam Navigation Company, Limited—25 per cent. discount, sellers.
 Douglas Steamship Company—\$60 per share, sellers.
 China Sugar Refining Company, Limited—\$182 per share, buyers.
 Luzon Sugar Refining Company, Limited—\$55 per share, sellers.
 Hongkong Ice Company—\$78 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$80 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$13 per share, sellers.
 A. S. Watson & Co., Limited—100 per cent. premium, ex div. sellers.
 Chinese Imperial Loan of 1884 A—2 per cent. premium.
 Chinese Imperial Loan of 1884 B—5 per cent. premium.
 Chinese Imperial Loan of 1884 C—6 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$75 per share, sellers.
 Perak Tin Mining and Smelting Company—\$5 per share, nominal.
 Punjom and Senghe Dula Samantan Mining Co.—\$11 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—64 per cent. premium, buyers.
 Tonquin Coal Mining Co.—35 per cent. premium, sellers.
 The Hongkong High-Level Tramway Co., Limited—350 per cent. premium, buyers.

EXCHANGE.

ON LONDON.—Bank, T. T. 2/11 1/2
 Bank bills, on demand 2/11 1/2
 Bank bills, at 30 days sight 2/11 1/2
 Bank bills, at 4 months sight 2/11 1/2
 Credits at 4 months sight 2/11 1/2
 Documentary bills, at 4 months sight 2/11 1/2
 ON PARIS.—Bank, T. T. 72
 Bank bills, on demand 72
 Bank bills, at 30 days sight 72
 Bank bills, at 4 months sight 72
 Credits at 4 months sight 72
 Documentary bills, at 4 months sight 72
 ON SHANGHAI.—Bank, T. T. 72
 Bank bills, on demand 72
 Bank bills, at 30 days sight 72
 Bank bills, at 4 months sight 72
 Credits at 4 months sight 72
 Documentary bills, at 4 months sight 72

OPIUM MARKET—THIS DAY.

NEW MALWA, per picul..... \$550
 (Allowance, Tails 16 to 32).
 OLD MALWA, per picul..... \$580 to \$590
 (Allowance, Tails 4 to 16).
 NEW PATNA, (without choice) per chest \$496 to \$501
 NEW PATNA, (bottom) per chest..... \$501
 NEW PATNA, (bottom) per chest..... \$501
 NEW BENARES, (without choice) per chest \$480 to \$490
 NEW BENARES, (bottom) per chest..... \$490
 NEW PERSIAN (best quality) per picul..... \$540
 OLD PERSIAN (best quality) per picul..... \$500
 OLD PERSIAN (second quality) per picul..... \$550 to \$575

CHINA COAST METEOROLOGICAL REGISTER.

STATION	Barometer	Thermometer	Humidity	Direction	Force	Wind	Sea	Weather
Wanchow	29.72	80	85	SW	1	Light	1	Clear
Nagasaki	29.72	80	85	SW	1	Light	1	Clear
Shanghai	29.72	80	85	SW	1	Light	1	Clear
Amoy	29.72	80	85	SW	1	Light	1	Clear
Hongkong	29.72	80	85	SW	1	Light	1	Clear
Swatow	29.72	80	85	SW	1	Light	1	Clear
Shanghai	29.72	80	85	SW	1	Light	1	Clear
Amoy	29.72	80	85	SW	1	Light	1	Clear
Hongkong	29.72	80	85	SW	1	Light	1	Clear
Swatow	29.72	80	85	SW	1	Light	1	Clear

23rd August, 1888.—At 10 a.m.

STATION	Barometer	Thermometer	Humidity	Direction	Force	Wind	Sea	Weather
Wanchow	29.72	80	85	SW	1	Light	1	Clear
Nagasaki	29.72	80	85	SW	1	Light	1	Clear
Shanghai	29.72	80	85	SW	1	Light	1	Clear
Amoy	29.72	80	85	SW	1	Light	1	Clear
Hongkong	29.72	80	85	SW	1	Light	1	Clear
Swatow	29.72	80	85	SW	1	Light	1	Clear
Shanghai	29.72	80	85	SW	1	Light	1	Clear
Amoy	29.72	80	85	SW	1	Light	1	Clear
Hongkong	29.72	80	85	SW	1	Light	1	Clear
Swatow	29.72	80	85	SW	1	Light	1	Clear

HONGKONG TEMPERATURE.

Barometer	Thermometer	Humidity	Direction	Force	Wind	Sea	Weather
29.72	80	85	SW	1	Light	1	Clear
29.72	80	85	SW	1	Light	1	Clear
29.72	80	85	SW	1	Light	1	Clear
29.72	80	85	SW	1	Light	1	Clear
29.72	80	85	SW	1	Light	1	Clear
29.72	80	85	SW	1	Light	1	Clear
29.72	80	85	SW	1	Light	1	Clear
29.72	80	85	SW	1	Light	1	Clear
29.72	80	85	SW	1	Light	1	Clear
29.72	80	85	SW	1	Light	1	Clear

MAILS EXPECTED.

THE FRENCH MAIL.
 The M. M. Co's steamer *Alva*, with the French mail of July 28th, left Singapore on the 23rd instant at 4 a.m., and may be expected here on or about the 29th.

THE CANADIAN MAIL.
 The steamer *Parthia*, with the Canadian mail, left Vancouver on the 1st instant, and is due here on or about the 29th.

STEAMERS EXPECTED.

The P. & O. S. N. Co's steamer *Kashgar*, from Bombay, left Singapore on the 18th inst., and is expected here on the 24th.

The Navigazione Generale Italiana Co's steamer *Dormida*, from Bombay, left Singapore on the 18th instant, and is expected here on the 24th.

The China Shippers' Mutual S. N. Co's steamer *Moynue*, left Singapore on the 20th instant, and is due here on the 26th.

The Ocean Steamship Co's steamer *Jasou*, from Liverpool, left Singapore on the 21st inst., and is due here on the 27th.

The E. & A. S. S. Co's steamer *Airlie*, left Port Darwin on the 19th instant, and may be expected to arrive here on the 28th.

Shipping.

ARRIVALS.
 NORDEN, Norwegian steamer, 1,367, Nielsen, 22nd August, Nagasaki 17th August, Coals, Nittai Bussan Kaisha.

GLENROY, British steamer, 1,411, Webster, 21st August, London, 21st August, 17th August, General, Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.
 PROLOS, German steamer, for Sourabaya.

PROPOSIS, British steamer, for Port Natal, &c. *Haifong*, British steamer, for Swatow, &c. *Kutsang*, British steamer, for Swatow, &c. *Anton*, German steamer, for Hoihow.

DEPARTURES.

August 22, *Ningpo*, British str., for Whampoa.

August 22, *Woosung*, British str., for Whampoa.

August 23, *Bengloe*, British steamer, for Singapore, &c.

August 23, *Malwa*, British steamer, for Nagasaki, &c.

August 23, *Canton*, British str., for Swatow, &c.

August 23, *Kutsang*, British str., for Swatow, &c.

August 23, *Peking*, British str., for Shanghai.

PASSENGERS—ARRIVED.
 Per *Glenroy*, str., from Singapore, &c.—206 Chinese.

DEPARTED.
 Per *Peking*, str., for Shanghai.—2 Europeans and 51 Chinese.

Per *Kutsang*, str., for Swatow, &c.—1 European and 70 Chinese.

TO DEPART.
 Per *Haifong*, str., for Swatow, &c.—1 European and 150 Chinese.

Per *Anton*, str., for Hoihow.—1 European and 40 Chinese.

Per *Decima*, str., for Saigon.—100 Chinese.

REPORTS.
 The British steamship *Glenroy* reports that she left London on the 17th instant. Had light moon and variable winds with fine weather generally.

Post Office.

A MAIL WILL CLOSE.
 For Swatow, Amoy, & Fochow.—Per *Haifong*, to-morrow, the 24th instant, at 11.30 A.M.
 For Sourabaya.—Per *Cicero*, to-morrow, the 24th instant, at 4.30 P.M.
 For Saigon.—Per *Falkenberg*, to-morrow, the 24th instant, at 5.00 P.M.
 For Straits and London.—Per *Glenroy*, on Saturday, the 25th instant, at 10.30 A.M.
 For Europe, &c., India, via Colombo, and Calcutta.—Per *Peshawar*, on Saturday, the 25th instant, at 11.00 A.M.
 For Straits Settlements.—Per *Dafila*, on Saturday, the 25th instant, at 1.30 P.M.
 For Amoy and Manila.—Per *Diamante*, on Saturday, the 25th instant, at 3.30 P.M.
 For Swatow and Bangkok.—Per *Phra Chom Klao*, on Sunday, the 26th instant, at 9.00 A.M.
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Catterthun*, on Tuesday, the 28th instant, at 11.30 A.M.
 For Straits and Calcutta.—Per *Japan*, on Tuesday, the 28th instant, at 11.30 A.M.
 For Straits and Bombay.—Per *Lombardy*, on Tuesday, the 28th instant, at 11.30 A.M.
 For Port Darwin, Sydney, and Melbourne.—Per *Chingta*, on Tuesday, the 28th instant, at 3.30 P.M.
 For Europe, &c., &c.—Per *Bayern*, on Wednesday, the 29th instant, at 5.00 P.M.
 For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Natal*, on Thursday, the 30th instant, at 11.00 A.M.
 For Straits and Calcutta.—Per *Wingsang*, on Thursday, the 30th instant, at 2.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.
 ANTON, German steamer, 398, E. Aerebo, 22nd August, Pakhoi 19th August, and Hoihow 21st, General.—Wiel & Co.

DOKHARA, British steamer, 1,711, S. Bason, 22nd August, Yokohama 14th August, Mails and General.—P. & O. S. N. Co.

CATTERTHUN, British steamer, 1,406, J. W. B. Darke, 17th August, Sydney 24th July, and Noumea 20th, General.—Russell & Co.

CHANCELLOR, British steamer, 1,338, B. Whymann, 18th August, Halibong 16th August, General.—Adamson, Bell & Co.

CICEPO, British steamer, 1,060, A. George, 17th August, Saigon 13th August, Rice.—Captain.

CITY OF NEW YORK, American steamer, 3,500, Robt. R. Searle, 17th August, San Francisco 21st July, and Yokohama 11th August, Mails and General.—P. M. S. S. Co.

DAFILA, British steamer, 336, J. C. Nielsen, 22nd August, Whampoa 22nd August, General.—Ah Yon & Co.

DECHINA, German steamer, 665, P. Oestmann, 18th August, Saigon 1st August, Rice and Paddy.—Siemssen & Co.

DIAMANTE, British steamer, 514, McCaslin, 20th August, Manila 17th August, General.—Russell & Co.

DON JUAN, Spanish steamer, 654, Rafael Beltran, 21st August, Manila 17th August, and Amoy 20th, General.—Brand & Co.

DUKE OF BUCKINGHAM, British steamer, 2,020, T. C. Burnside, 22nd August, Saigon 17th August, General.—Jardine, Matheson & Co.

ELCETRA, German steamer, 1,146, B. Mullas, 18th August, Hamburg and Singapore 13th August, General.—Siemssen & Co.

ELSE, German steamer, 747, W. Jebens, 13th August, Nagasaki 4th August, Coals.—Arnhold, Karberg & Co.

FALKENBURG, German steamer, 988, W. Dreyer, 19th August, Saigon 15th August, General.—Melchers & Co.

FAME, British steamer, 117, A. Stopani, Hongkong and Whampoa Dock Co.

FUSHER, British steamer, 1,110, P. J. C. French, 20th August, Kuchinok 14th August, Coals.—Nittai Bussan Kaisha.

HAIPHONG, British steamer, 1,122, Harris, 22nd August, Fochow 18th August, Amoy 20th, and Swatow 21st, General.—D. Laprak & Co.

HONGKONG—STEAMERS.

Continued.
 JAPAN, British steamer, 1,865, T. S. Gardner, 18th August, Calcutta 2nd August, Sandheads 4th, Penang 10th, and Singapore 12th, 805 chests Opium, 505 bales Cotton, 477 bales Gunies, 1,200 bags Saltpetre, and 10,000 packages Sundries.—D. Sassoon, Sons & Co.

LOMBARDY, British steamer, 1,571, F. Preston, 18th August, Bombay 2nd August, and Singapore 13th, General.—P. & O. S. N. Co.

PIRA CHOM KLAO, British steamer, 1,011, J. Fowler, 20th August, Bangkok 14th August, General.—Yuen Fat Hong.

PILOT FISIT, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.

PORT ADELAIDE, British steamer, 1,788, Fred. West, 21st August, San Francisco 13th July, Vancouver 20th, Yokohama 8th August, Kobe 11th, and Nagasaki 15th, Coal and General.—Adamson, Bell & Co.

PROPOSIS, British steamer, 1,587, Wm. H. Farrand, 17th August, Fochow 15th August, Tea.—Gillman & Co.

PROLOS, German steamer, 1,093, C. Sorensen, 15th August, Mauritius 17th July, and Singapore 7th August, General.—Ed. Schellhass & Co.

THOR, Norwegian steamer, 1,228, Le Ivano, 20th August, Kuchinok 14th August, Coal.—Order.

VICTORIA, British steamer, 1,530, John Coundon, 22nd August, Nagasaki 16th August, Coals.—Takasima Colliery Co.

WINGSANG, British steamer, 1,517, A. de St. Croix, 20th August, Calcutta 5th August, and Singapore 14th, General.—Jardine, Matheson & Co.

SAILING VESSELS.

ADOLPH, German bark, 267, E. Westergaard, 5th August, Hamburg 19th April, General.—Order.

COMET, German ship, 1,083, Kaupponer, 17th July, Cardiff 4th April, Coals.—Order.

C. C. CHAPMAN, American ship, 1,600, A. J. Hichborn, 15th August, Shanghai 16th July, General.—Pustau & Co.

ELKONEN, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island, Chinese Customs.

ESCOR, American bark, 536, R. G. Waterhouse, 15th July, Hilo 3rd July, General.—Chinese.

JOHN NICHOLSON, British bark, 685, W. Quino, 8th July, London 1st March, General.—Melchers & Co.

LUCIA, British bark, 640, Wood, 5th August, Fremantle (W. Australia) 11th July, Sandalwood.—Order.

NORWAY, Norwegian bark, 657, Th. Albuhton, 15th August, Singapore 4th August, Timber.—Wiel & Co.

NVL CHAU, British ship, 1,252, W. B. Butler, 1st August, Samrang 20th July, Ballast.—Order.

SACHEM, American ship, 1,311, J. L. Bartlett, 29th June, Cardiff 17th March, Coal.—P. & O. S. N. Co.

TA HONGKONG, Siamese ship, 634, M. Steinbring, 7th August, Bangkok 25th July, General.—Hong Kong.

YOUNG SLAM, Siamese bark, 789, G. Kock, 16th June, Put back, General.—Chinese.

WOOSUNG, British steamer, 1,109, J. B. Harris, 22nd August, Wuhu, and Chinkiang 15th August, Wheat and Rice.—Butterfield & Swire.

WHAMPOA.

CANTON, British steamer, 1,110, Bremner, 21st August, Shanghai 15th August, and Swatow 20th, General.—Jardine, Matheson & Co.

HANGCHOW, British steamer, 999, Overbridge, 18th August, Newchwang 8th August, Butterfield & Swire.

MEERPOO, Chinese steamer, 1,338, Lunt, 18th August, Swatow 16th August, General.—C. M. S. N. Co.

NINGPO, German steamer, 769, Schult, 22nd August, Shanghai 18th August, General.—Siemssen & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-vessel, 1,400 tons, 3,180 h.p., 4 guns, Commander R. Blair Macdonochie, Hongkong.

Audacious, battle-ship (armoured), 2nd-class, 6,010 tons, 4,830 h.p., 18 guns, Captain J. B. Warren, Flag of Commander-in-Chief, Hongkong.

Codfisher, gunboat, 2nd-class, 460 tons, 470 h.p., 4 guns, Lieut. Commander H. H. Boteler, Shanghai.

Constance, cruiser, 3rd-class, 2,380 tons, 2,500 h.p., 14 guns, Captain L. C. Keppel, Hongkong.

Cordelia, cruiser, 3rd-class, 2,380 tons, 2,420 h.p., 10 guns, Captain H. H. Boys, Yokohama.

Esk, gunboat, 3rd-class, Coast Defence, 363 tons, 340 h.p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.

Esport, gunboat, 2nd-class, 465 tons, 470 h.p., 4 guns, Lieutenant-Comdr. R. Y. Smith, Canton.

Firebrand, gunboat, 2nd-class, 455 tons, 460 horse-power, 4 guns, Lieut. Commander J. Denison, Singapore.

Heroine, cruiser, 3rd-class, 1,420 tons, 1,130 h.p., 8 guns, Captain Charles J. Ballour, Yokohama.

Impetuous, twin-screw cruiser, 8,400 tons, 10,000 horse-power, 10 guns, Captain Wm. H. May, Yokohama.

Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h.p., 10 guns, Captain M. J. Dunlop, Yokohama.

Lianet, gun-vessel, 2nd-class, 756 tons, 1,050 h.p., 5 guns, Commander W. H. Marrack, Cheloo.

Merlin, gunboat, 2nd-class, 430 tons, 430 h.p., 4 guns, Lieut. Comdr. W. H. Maturin, Hongkong.

Mutlie, sloop, 1,130 tons, 1,120 h.p., 10 guns, Commander J. H. Martin, Yokohama.

Porpoise, gunboat, 1st-class, 1,750, Captain R. W. White, Shanghai.

Rambler, surveying-vessel, 830 tons, 690 h.p., 3 guns, Commander W. A. Moore, Shanghai.

Rattler, gunboat, 1st-class, 670 tons, 1,200 h.p., 6 guns, Lieutenant-Comdr. W. H. M. Dougall, Nagasaki.

Sapphire, cruiser, 3rd-class, 1,070 tons, 2,360 h.p., 12 guns, Captain W. C. Karlake, Yokohama.

Satellite, cruiser, 3rd-class, 1,420 tons, 1,400 h.p., 8 guns, Captain T. P. W. Nesham, Chemulpo.

Swift, gun-vessel, 2nd-class, 750 tons, 1,010 h.p., 5 guns, Commander A. C. B. Bromley, Yokohama, re-commissioning.

Tweed, gunboat, Coast Defence, 3rd-class, 363 tons, 340 h.p., 3 guns, Boatswain J. M. Shea, Hongkong, in reserve.

Victor Emanuel, receiving ship, 5,157 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.

Wiver, Coast Defence ship (armoured), 2,710 tons, 1,450 h.p., 4 guns, Gunner D. W. Hawke, Hongkong, in reserve.

Wanderer, gun, 525 tons, 750 h.p., 4 guns, Commander G. A. Gillett, Yokohama, re-commissioning.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Bormida	Bombay	August 24th	Carlowitz & Co.
Kashgar	Bombay	August 24th	P. & O. S. N. Co.
Moynue	Liverpool	August 26th	Arnhold, Karberg & Co.
Jason	Liverpool	August 26th	Butterfield & Swire.
Airlie	Port Darwin	August 28th	Russell & Co.
Parthia	Vancouver	August 29th	Adamson, Bell & Co.
Ava	Marseilles	August 29th	Messageries Maritimes.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
London, &c., via Suez Canal	Peshawar	P. & O. S. N. Co.	Aug. 25th, at noon
London, via Suez Canal	Glenavon	Jardine, Matheson & Co.	Aug. 25th, at noon
Marseilles, via Saigon, &c.	Stentor	Butterfield & Swire.	Aug. 25th, at noon
Bremen, & Ports of Call.	Natal	Messageries Maritimes.	Aug. 30th, at noon
San Francisco, via Y'hama	Bayern	Melchers & Co.	Aug. 30th, at 10 a.m.
San Francisco, via Y'hama	City of New York	Pacific Mail S. S. Co.	Aug. 29th, at 1 p.m.
Vancouver, B.C., via A. &c.	Belgie	O. & O. S. S. Co.	Sept. 8th, at 3 p.m.
Port Darwin, Sydney, &c.	Duke of Westminster	Adamson, Bell & Co.	Aug. 29th, at 3 p.m.
Sydney, Melbourne, &c.	Chingta	Butterfield & Swire.	Aug. 28th, at 4 p.m.
Calcutta, via Straits	Mogul	Gibb, Livingston & Co.	About August 28th.
Bombay, via Straits	Catterthun	Russell & Co.	Aug. 28th, at noon.
Nagasaki, Kobe, &c.	Japan	D. Sassoon, Sons & Co.	Aug. 28th, at noon.
Shanghai, via Amoy	Wingsang	Jardine, Matheson & Co.	Aug. 30th, at 3 p.m.
Swatow and Bangkok	Lombard	P. & O. S. N. Co.	Aug. 28th, at noon.
Coast Ports	Port Adelaide	Adamson, Bell & Co.	Aug. 29th.
	Jason	Butterfield & Swire.	Aug. 29th.
	Diamante	Russell & Co.	Aug. 25th, at 4 p.m.
	Phra Chom Klao	Yuen Fat Hong	Aug. 26th, at noon.
	Haiphong	Douglas Laprak & Co.	To-morrow, at noon.

Intimations.

W. POWELL & CO.
 HOUSEHOLD REQUISITES.
 BASS BROOMS, Hair Brooms, Corn Brooms, Bannister Brushes, Stove Brushes, &c., &c.
 Sieves, Coffee Mills, Waffle Irons, Gridirons, Broilers, Frying Pans, Kitchen Stoves, Standard Oil Fuel for Stoves, &c., &c.
 CUTLERY—Knives, Forks, Spoons, Fish Carvers, Ham Slicers, Soup Ladles, Toddy Ladies, Champagne Knives, Beer Cocks, Wine Taps, &c., &c.
 ELECTRO PLATED WARE—Cruets, Butter Dishes, Marmalade, Jam and Pickle Jars, Ice Jugs, Ice Pails, Sugar Basins, Cream Jugs, Card Trays, &c., &c.
 FURNISHING OF EVERY DESCRIPTION.
 VICTORIA EXCHANGE, Hongkong, 31st July, 1888. W. POWELL & CO. 16

INTIMATION.

F. Blackhead & Co.,
 SHIP-CHANDLERS, SAIL-MAKERS,
 AND
 PROVISION MERCHANTS,
 NAVY CONTRACTORS,
 AND
 GENERAL COMMISSION AGENTS,
 No. 11, Praya Central,
 (Opposite Padder's Wharf).

SHIP-CHANDLERS, SAIL-MAKERS,

AND
 PROVISION MERCHANTS,
 NAVY CONTRACTORS,
 AND
 GENERAL COMMISSION AGENTS,
 No. 11, Praya Central,
 (Opposite Padder's Wharf).

GENERAL COMMISSION AGENTS,

No. 11, Praya Central,
 (Opposite Padder's Wharf).

SOLE AGENTS

for
RAHTJEN'S
GENUINE
COMPOSITION
 FOR
 THE BOTTOMS OF IRON SHIPS
 CARBOLINEUM AVENARIUS
 PRESERVATIVE AGAINST
 ROTTING, DECAY, &c., of WOOD.
 CHR. MOTZ & Co., BORDEAUX, CLARETS.
 IMPERIAL CHAMPAGNE,
 LA GRANDE MARQUE.

FLensburg STOCKBEER,

ENGINEERS AND BLACKSMITHS' TOOLS.
 AND EVERY KIND OF SHIP'S
 STORES AND REQUISITES
 ALWAYS IN STOCK
 AT
 REASONABLE PRICES.
 ALL KINDS OF